

AMENDMENTS TO THE SPECIFICATION:

Replace the paragraph beginning on page 6, line 26, with the following amended paragraph:

In the variant shown in Figure 3, the rubber bridges, when the tread is new, have a height H equal to the depth P of the groove 3 ($H=O$) such that they are in contact with the roadway from when new.

Delete the paragraph which was inserted on page 4, after line 30 by the Amendment dated July 21, 2005 "Figure 6 is similar ..."

Replace the paragraph beginning on page 7, line 12, with the amended paragraph as follows:

A last variant is described with the aid of Figure 5. Each of the two rubber blocks 1''' and 2''' shown as separated by a groove 3''' in this Figure 5 comprises a contact face 10''', 20''' intended to come into contact with the ground during travel and four lateral faces, two of said lateral faces 11''' and 21''' being connected mechanically by two connecting elements 4''' and 5''' which are devoid of orifice. To avoid trapping air in the cavity 6''' formed by the lateral faces of the opposing blocks and the connecting elements 4''' and 5''' when these elements are in contact with the roadway after partial wear of the blocks 1''' and 2''', these blocks are provided with a channel 91, 92 opening into the cavity 6'''. Each channel 91, 92 of triangular section furthermore opens onto the opposite lateral face of the block and is extended towards the contact surface 10''', 20''' of said block by an incision 121, 122 of low width, that is to say of a width of at most 3mm. This channel is of course positioned within the thickness of the block at a depth such that it is effective for the air trapped in the cavity to be able to escape once the connecting elements 4''', 5''' are in contact

with the ground. The example shows that each channel opens onto opposite lateral faces, but it is also possible to make this channel open on to faces having a common ridge. A tread pattern of this type can be produced at the time of molding this tread by using molding elements of the lamella type provided with a widened part at their ends for molding a channel.

Replace the paragraph beginning on page 8, line 1, with the following amended paragraph:

To increase further the effectiveness of evacuation, it is possible to combine both the presence of a channel in the motifs in relief and of orifices in the connecting elements, ~~as shown in Fig. 6.~~